

In addition to the ongoing highway maintenance and traffic operations programs, the state legislature budgets an annual funding level to resurface roads on the state road system. These funds are in addition to the monies funneled through the Cabinet's Rural and Municipal-aid programs for improvements to county roads, city streets, and the state rural-secondary road system. Each of the rural and municipal-aid program components is accomplished through an ongoing dialogue with Kentucky's city and county governmental entities.

10. Recreational Trails Program

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are apportioned under Section 1103(f) (2) of TEA-21 (23 U.S.C. 206). Funds may be used to provide and maintain trails, trailside, and trailhead facilities, including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails.

The Governor of a state designates an agency to administer the program, which may be an agency other than the State Department of Transportation. The Kentucky Recreational Trails Program is administered by the Governor's Office for Local Development.

Planned Recreational Trails Projects are included in Appendix A, Exhibit A-10.

11. Kentucky's Mega-Projects

As the 2006 edition of the Recommended FY 2007-2012 Six-Year Highway Plan was developed; strong consideration was given to the funding needs associated with four "Mega-Projects" located in Kentucky. The term "Mega-Project," as defined in SAFETEA-LU, Title 23 is a project having a total estimated cost of greater than \$500 million. In addition, as per Title 23 "Mega-Projects" require the preparation of financial plans on projects funded with federal funding. The four Mega-Projects in Kentucky are (1) the Louisville Bridges project, (2) the Interstate 71/75 Brent Spence Bridge congestion relief project in northern Kentucky, (3) the proposed Interstate 66 in southeastern Kentucky, and (4) the proposed Interstate 69 in far western Kentucky. Each of these projects would be an expensive, but welcome, addition to Kentucky's highway system.

In addition, SAFETEA-LU, Title 23 requires that projects having a cost between \$100 million to \$500 million, that an annual financial plan be prepared. For all new projects or projects that are currently underway, but the construction phase funding has not been authorized, the annual financial plan will be completed in accordance with Title 23 Guidelines, outlining the project cost estimates, implementation plan, funding resources, cash flow, and environmental and legal status. The financial plan will not be required for a project in this category that is currently under construction.

Each of the four "Mega-Projects" is underway, with varying levels of progress achieved. The following information provides a description, an approximate total cost, and a brief report on the progress to-date for each project.